Community Planning &
Development Services
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TO: City of Rockville Department of Planning and Development Services

FROM: Montgomery County Department of Transportation

RE: Veirs Mill Road Bus Rapid Transit Pre-Application Project Description and Scope of Work Narrative

The purpose of this narrative is to provide a description and scope of work summary for the Veirs Mill Road (MD 586) Bus Rapid Transit project as part of the City of Rockville's pre-application meeting form.

I. PROJECT DESCRIPTION

The Project proposes a new, 7.6-mile corridor-based Bus Rapid Transit (BRT) service along MD 355 (Rockville Pike) and MD 586 from the Montgomery College – Rockville Campus (51 Mannakee St, Rockville, MD 20850) to the Wheaton Metrorail Station (11171 Georgia Avenue, Silver Spring, MD 20902) in Montgomery County, including the City of Rockville, Maryland. The Project includes: new, high-frequency BRT service, 12 new BRT stations, queue jump lanes[1], use of existing bus only lanes, Transit Signal Priority at intersections, and upgraded pedestrian and bicycle mobility, safety, and access along the corridor and within Montgomery County's Veirs Mill Road/Randolph Road Bicycle-Pedestrian Priority Area (BiPPA).

The proposed service includes limited-stop BRT buses that would operate in a combination of mixed traffic and dedicated curbside lanes in the existing shoulders or turn lanes. From the Montgomery College – Rockville Campus BRT station, BRT buses would travel along MD 355 southbound for approximately 1.6 miles, stopping along the route at the Rockville Metrorail southbound BRT station at Park Road. The buses would then continue onto eastbound Veirs Mill Road for approximately six miles, stopping sequentially at the following eastbound BRT stations: Edmonston Drive, Atlantic Avenue, Twinbrook Parkway, Aspen Hill Road, Robindale Drive, Randolph Road, MD 185/Connecticut Avenue, Norris Drive, MD 193/University Boulevard, and the Wheaton Metrorail Station. Exiting the Wheaton Metrorail BRT station onto westbound Veirs Mill Road, BRT buses would stop at the listed BRT stations in reverse order. BRT stations along the Project corridor are shown in **Figure 1**. Five of the 12 new BRT stations are in the City of Rockville at Montgomery College, Rockville Metrorail Station, Edmonston Drive, Atlantic Avenue, and Twinbrook Parkway.

[1] Queue jump lanes combine short, dedicated transit facilities with either a leading bus interval or active signal priority to allow buses to easily enter traffic flow in a priority position. (Source: https://nacto.org/publication/transit-street-design-guide/intersections/intersection-design/queue-jump-lanes/).

Figure 1: MD 586 BRT Corridor and Station Locations

Also included in the Project are new sidewalk, intersection, signal, signing, pavement marking, and lighting improvements. These improvements will increase pedestrian and bike access to the new BRT service. The Project will be located primarily within existing transportation right-of-way but will require partial property acquisitions and temporary property acquisitions for construction easements where BRT improvements extend slightly beyond the transportation ROW onto private and other Montgomery County-owned properties.

The purpose of the Veirs Mill Road BRT Project is to improve transportation options by accommodating a high frequency, reliable transit service operating primarily within existing transportation ROW on Veirs Mill Road and MD 355; and to enhance pedestrian and bicyclist mobility, safety, and access along the corridor in support of Montgomery County Vision Zero goals to reduce deaths and serious injuries on county roadways to zero by 2030. The Project would satisfy the following study corridor needs: a lack of east-west transit system connectivity; reduced bus mobility due to recurring traffic congestion; unmet demand for serviceable and attractive transit along one of the County's most heavily used transit corridors (without an existing parallel rail transit line); a lack of first- and last-mile connections to transit service along Veirs Mill Road; and a desire to enhance pedestrian safety and livability in surrounding communities.

II. SCOPE OF WORK NARRATIVE

A. Preliminary Design

Beginning in Fall of 2020, MCDOT advanced the preliminary design of the proposed Veirs Mill Road BRT project. Additionally, MCDOT advanced design of bicycle and pedestrian related improvements in the County portion of the corridor. The preliminary design includes BRT stations along Veirs Mill Road at locations established from the Countywide Transit Corridors Functional Master Plan and additional evaluations performed by MDOT SHA under an earlier study.

The preliminary design focused on the following major tasks:

- Coordination with stakeholders including the City, MNCPPC, MDOT SHA, and WMATA
- NEPA work including determining a class of action for the NEPA document (D-List Categorical Exclusion);
- Natural Resources work including NRI/FSD work in both the City and County;
- Developing prototypical station plans to reflect comments that the County has received to date on the US 29 BRT project;
- Preliminary stormwater concept plans for both the City and the County;
- Civil design layouts for stations and associated bike/pedestrian improvements to get to the stations;
- Geotechnical work to support design of the station canopy foundations;
- Identification of potential retaining walls to evaluate in final design;
- Identification of potential utility impacts;
- Identification of property impacts through development of a corridor Limit of Disturbance;
- Preliminary construction cost estimate;
- FTA Small Starts support; and
- Public Engagement and Corridor Advisory Committee updates

B. Final Design

Beginning in Fall of 2022, MCDOT expects to advance the project into final design through FTA's Small Starts Capital Investment Grant Program. MCDOT anticipates having design submittals at 65%, 95%, and 100% design moving forward. The County expects to procure a Construction Manager at Risk (CMAR) to work with the design team through the final design process. The final design will include design refinements of tasks started in the preliminary design phase as well as additional tasks listed below.

The final design will include the following scope of services in addition to continuation of the services listed above.

- Utility designating and relocation design;
- Structural design of stations, furnishings, and retaining walls;
- Maintenance of traffic plans and sequence of construction;
- Signing and pavement marking plans;

- Traffic signal design;
- Communications and electrical design for the stations and transit signal priority;
- Stations architecture design and details;
- Landscape architecture design;
- Erosion and sediment control design;
- Permitting services;
- Specifications; and
- Right-of-way plats